GOVERNMENT OF INDIA
DEFENCE
LOK SABHA

UNSTARRED QUESTION NO:2530
ANSWERED ON:16.12.2004
OIL SPILL IN SEA
Mishra Dr. Rajesh Kumar

Will the Minister of DEFENCE be pleased to state:

(a) whether the Seventh National Oil Spill Disaster Contingency Plan and Preparedness meeting (NOS-DCP) was held on September 17, 2004;

(b) if so, the conclusions/recommendations thereof;

(c) the details of the eight incidents of unseaworthy ships sinking in or near Indian waters noticed during the last one year;

(d) the measures being taken for comprehensive oil spill management in Indian waters and to check the movement of unseaworthy ships to prevent environment disasters;

(e) the time by which the proposed three state-of-the-art ships are likely to be inducted in Coast Guards service to monitor oil spill in sea and to check sinking of unseaworthy ships; and

(f) the time by which the Merchant Shipping Amendment Act, 2003 is likely to be enforced to prevent sinking of unseaworthy ships?

Answer

MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE)

(a) to (f): A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF LOK SABHA UNSTARRED QUESTION NO. 2530 FOR 16.12.2004

The Seventh National Oil Spill Disaster Contingency Plan and Preparedness meeting (NOS-DCP) was held on September 17, 2004.

Recommendations of the meeting were:-

(i) All stakeholders to expedite setting up of required facilities for oil spill response.

(ii) Stakeholders to submit their Oil Spill disaster contingency plans at the earliest.

(iii) Stakeholders to expedite signing of Memorandum of Understanding with ports for sharing the cost of Pollution control equipment and associated expenditure.

(iv) Director General (Shipping) to monitor and regulate operations of unseaworthy ships.

(v) State Pollution Control Board (SPCB) to prepare and submit contingency plans for shoreline clear up, in case of oil spills.

(vi) Conduct of quality training for stakeholders in oil spill management.

The details of the eight incidents of ships sinking in or near Indian waters during the last one year are as follows:-

Date & Year	Ship	Status
20th February 2004	MSV JAL JYOTI	Indian Registered vessel Sank off Okha, Gujarat.
19th March 2004	MT DELTA -1	Panama Registered vessel collided with MV APL Pusan and broke into two parts off Vadinar, Gujarat.
31st March 2004	TUG TB MAYANG SARI	Malaysian registered TUG sank outside Indian water off Nancawry island in the Andaman group of Islands.
13th April 2004	MV Genius Star VI	Malaysian vessel sank off Sagar island near Haldia.
28th May 2004	MV AZBUL BHER	Wooden vessel Sank off Port Blair.
16th June 2004	MV DORSET (OLD NAME NANCY)	DPR Korea Ship Sank off Mumbai Harbour.
16th August 2004	MV KEN Explorer	Liberian vessel ran ground off Gulf of Cambay.
28th August 2004	AL-SAH-IN-SAH HIND	Sailing vessel sank off Mundra, Gujarat.

With the growing concern about environment protection, a project Review and Monitoring Committee (PRMC), having representatives from the Government and public & private sector oil companies was constituted in September 2002 to prepare a Road map for an oil spill management policy for India.

The Government issued directives to the Coast Guard, Oil Industry Safety Directorate (OISD) and DG (Shipping) on 8th December 2003 for dealing with marine pollution.

The DG (Shipping) has issued guidelines for charters and oil terminal operators of crude oil and product tankers on international voyages to and from any Indian port whereby:

(i) Use of such tankers which are more than 25 years old has been prohibited.

(ii) All such tankers must be classified either with a full member of the International Association of Classification Society (IACS) or Indian Register of Shipping (IRS).

(iii) Tanker charterers and Oil Terminal operators shall exercise due diligence in ensuring the quality of tankers taken on charter basis. The guidelines have come into force with effect from 1st April 2004.

DG (Shipping) has also opened offices at Haldia, New Mangalore and Kandla where an officer of the Mercantile Marine Department (MMD) has been positioned to carry out the inspection of the tankers.

The Coast Guard Pollution Control Vessels are under construction. The first vessel is expected to be inducted by 2006 and subsequent vessels are expected to be inducted at six monthly intervals.

The Merchant Shipping (Amendment) Act has come into force with effect from March 1, 2004.